

**I-75 Oakland County Planning/Environmental Study
I-75 Council Meeting
November 20, 2003, 10:00 a.m.
Kulick Center, Ferndale**

Purpose: To update the I-75 Council on project developments and schedule.

Attendance: See attached list.

Discussion:

Following introductions and a welcome by Sue Datta, Joe Corradino began a discussion of the project's status.

He noted that the public hearing for the project was contemplated for mid- to late January. A Notice of Availability would be prepared and copies of the DEIS and supporting documents would be distributed to a number of locations in the corridor and at MDOT for public review. Likely the hearing would be held in Troy. The DEIS would also be available on MDOT's project web site.

The DEIS will cover, in detail, three alternatives: 1) No Action; and, construction of either a 2) General Purpose (GP) or 3) High-Occupancy Vehicle (HOV) lane. High-level mass rapid transit was not carried forward as a practical alternative in the DEIS, because, though it appears viable on Woodward Avenue north to 9 Mile Road, it does not address the project's purpose or meet its need. These conclusions are documented in Technical Memorandum No. 2.

A Final EIS is expected to be available in the summer of 2004, followed by a Record of Decision (ROD) that can be executed by FHWA/U.S. DOT. If I-75 is approved for a build alternative, the signed ROD would allow the project to move forward to design.

Q: How did the \$1 billion project turn into a \$500 million project?

R: \$1 billion is a cost included in the I-75 Feasibility Study that covered a longer I-75 project (county line to county line) and improvements to arterial streets in Oakland County. The cost estimate for I-75 improvement between M-102 and M-59 is approximately \$500 million. This cost should be taken as preliminary at this time.

Q: What will the nature of the public hearing be?

R: It will be of the open-forum type, lasting from about 4:00 until about 8:00 PM. Court recorders will be available to transcribe any comments for the record. A 3- to 4-minute videotape presentation will introduce the hearing's content and purpose. There will not be a formal presentation/Q&A session.

- Q: Can you please avoid nights of city council meetings in planning for the public hearing?**
R: Yes, if you'll provide MDOT a list of dates to avoid.
- C: I believe farmland impacts as apparently covered under cumulative impacts should be considered a direct impact.**
R: They are covered in both places. Further, our research indicates that a major reason for farmland going to development is the aging farm ownership and the need for owners to "cash out" to secure their retirement income.
- Q: How is tax base loss covered relative to indirect and cumulative impacts?**
R: Direct effects are determined in terms of private properties to be converted to public uses. Indirect/cumulative effects are covered in a discussion of "wealth redistribution."
- Q: What about air quality during construction?**
R: Bus and carpool programs are recommended in the DEIS as a maintenance of traffic measure. Oakland County and SEMCOG have already begun to address an improved carpool program. Automation Alley has indicated strong interest in being supportive.
- Q: If the sewers are separated in the depressed section of the corridor, where will the water go?**
R: To the Red Run drainage downstream of the Regional Treatment Facility.
- Q: Will the cost of a world-class transit system be included in the DEIS? I believe it should be.**
A: Such costs will not be included in the DEIS as transit did not prove to be a practical alternative.
- Q: The ITS system has "holes" in Troy.**
A: ITS is a part of all alternatives. Its development continues to be supported/developed on a separate track by MDOT in conjunction with local agencies. In other words, it's part of the existing-plus-committed system.
- C: Madison Heights would like a copy of the engineering CADD drawings to include in its GIS system plus a list of addresses of those affected by the project prior to the public hearing.**
- Q: How close do you get to parks? Do you affect any?**
R: No parks are affected. Schools grounds are not usually considered parks. A grading permit may be necessary along Roosevelt School while the service drive is reconstructed in that area.
- C: There is a sight distance problem at the northbound entrance to I-75 from 12 Mile Road.**

- Q: Has any additional progress been made for interchange solutions at I-75/14 Mile Road? More new development is going in there.**
- R: While the I-75 DEIS will propose improvements to the existing interchange configuration, 14 Mile Road is not in MDOT's jurisdiction and its improvement will continue to be a local responsibility. MDOT remains committed to supporting any local or county actions, such as an access control plan for 14 Mile Road.
- Q: Will the Red Run bridge remain? There is drainage structure under the ground at that location.**
- R: The plan was to eliminate the bridge, but that will be checked to determine the appropriate treatment.
- Q: Has there been coordination with the Michigan bicycle group?**
- R: Yes, and the coordination is reported in the DEIS.
- C: Please provide Troy with copies of reports for its library.**

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Attendance

Name	Representing	E-mail
John Abraham	Troy	abrahamjk@ci.troy.mi.us
Jon Austin	Madison Hts.	jonaustin@madison-heights.org
Tom Barwin	Ferndale	tbarwin@ameritech.net
Robin Beltramini	Troy	rbeltram@hotmail.com
Joe Corradino	The Corradino Group	jccorradino@corradino.com
Sue Datta	MDOT	dattas@michigan.gov
Jim Hartman	The Corradino Group	
Bill Huotari	Troy	huotariwj@ci.troy.mi.us
Tom Noechel	RCOC	tnoechel@rcoc.org
Jerry Rowe	SEMCOG	reowe@semcog.org
Ted Stone	The Corradino Group	tstone@corradino.com
Ed Swanson	Madison Hts.	swansoned@hotmail.com